

Rockford Model T Ford Club Newsletter

February 2023



MEMBERS WORKING FOR YOU:

President	Aaron Crandall
Vice President	Steve Kindell
Secretary	Deb Werner
Treasurer	Jay Larson
President Emeritus	Steve Kindell
Directors	Bill Werner Craig Sheridan Duane Bunton Dave Lantz
Newsletter Editor	Kurt Duesterhoeft
Little Hershey	
Swap Meet	Dave Lantz
Sunshine Persons	Duane & Cathy Bunton



PURPOSE OF THE CLUB

The purpose of this chapter is to promote the interests of the public in the preservation and restoration of antique autos, particularly the Model T Fords, their accessories, lore, and literature.

AT A GLANCE – CALENDAR OF UPCOMING CLUB EVENTS

<u>Date</u>	<u>Time</u>	<u>Event</u>	<u>Location</u>
No meeting in February			
Wednesday March 1	7:00 p.m.	Monthly Meeting	United Lutheran Church 3630 N. Rockton Ave.

You can find all the local car shows and cruise nights at Bill Werner's website by clicking <https://rockfordcruisenights.weebly.com/events.html>.

Monthly Meetings – New Location and Time

Mark your calendar. We'll be taking January and February off, so our first meeting of 2023 will be **Wednesday, March 1st at 7 p.m.** Note the change of time and location – we will be meeting at **United Lutheran Church** 3630 N. Rockton Ave. It's on the corner of Rockton Ave. and Riverside Blvd. Thanks to Craig Sheridan for arranging a meeting place for us.

Those celebrating this month:

Birthdays

Vi Zavagli	2/2
Becky Wong	2/12
John Wong	2/14
Dean Wanfalt	2/24
Kathy Larson	2/26



On the Mend

Jeff Kennedy is back home after a brief stay at Van Matre. We wish him well on the road to recovery.

2023 International Meet

“Beer, Cheese, and Model T’s” is the theme of the International Meet scheduled for July 16 – 21, 2023 at Devil’s Head Resort in Merrimac, WI. The Meet is not likely to be this close again for many years. So start thinking about attending! For more information or to get email updates, go to the tour website:

<https://www.2023modelttour.com/>

The website was recently updated and now includes information on the daily tours. You can register on-line for the hotel using the link below. Use Group Code **71623MTF** when you register to get the special rate. Lodge/Inn/Premier Rooms should be \$119 per night plus tax. Suites should be \$139 per night plus tax.

<https://www.devilsheadresort.com/lodging-condos-resort-sauk-merrimac-wi-wisconsin/>

Alternatively, you can call (608) 493-2204 and press 1 to get reservations. Ask for the Model T Ford block of rooms.

Thank you

The following is a thank you note that Joe Maurer sent to Car Quest thanking them for supporting our overnight tour last fall:

Attn: Mr. Dave Ihus

The Rockford Model T Ford Club would like to express our appreciation for the generous donation Car Quest made for the drawing on our overnight tour in October. Our tour took secondary roads to Dubuque Iowa with an overnight at the Grand Harbor Resort. We used your gift in a drawing while on the tour.

Again, we would like to thank you very much.

Joe Maurer





Here's a list of proposed activities for 2023. Some folks have already stepped up and volunteered to host an event, but we still have lots of opportunities. When is the last time you hosted an event? It's only through volunteering that the club can continue to keep our hobby active.

Date	Event	Host/Chair	Event Location or Meeting Place
April	Ladies Day Out		
April	Tech Seminar		
April	Dust Off Tour		
April 23rd	Annual Banquet	Sheryl Stier	
May 18th	Little Hershey Set Up	Dave Lantz	Boone County Fairgrounds
May 20th	Little Hershey	Dave Lantz	Boone County Fairgrounds
May 29th	Memorial Day Parade	Steve Kindell	Downtown Rockford
June 4th	Model A Day	Dean Wanfalt??	Sharon, WI
June	Dairy Breakfast	Duane Bunton	
July 4th	Kirkland 4th of July Parade	Duane Bunton	Baumann Park Cherry Valley
July 16th - 22nd	International Tour Devil's Head Resort		Merrimac, WI (608) 493-2204
July	Surprise Tour		
August	Sycamore Steam Show		
September	Overnight Tour		
October	Fall Tour		
TBD	Christmas Party		

Rockford's Model T Connection – Part II

Last month we looked at Model T auxiliary transmissions that were made in Rockford. But those weren't the only aftermarket parts made right here in Screw City. If you've been following the recent articles in the *Model T Times* on shock absorbers (or snubbers as they were called back then), you may have noticed Rockford was also manufacturing those. The Burd High Compression Ring Company was located at 23rd Avenue and 10th Street. They were well known for their piston rings and then started producing snubbers. In 1938 Burd sponsored a Miller race car which won the Indianapolis 500. The building shown below eventually became "Plant 2" of Sundstrand Aviation according to Wayne Orrison who used to work there. It was razed in the 1990's and is now a parking lot for the Collins Aerospace complex. Does anyone have Burd piston rings or Burd Gilman snubbers in their stash of parts? Bring them to the March meeting!



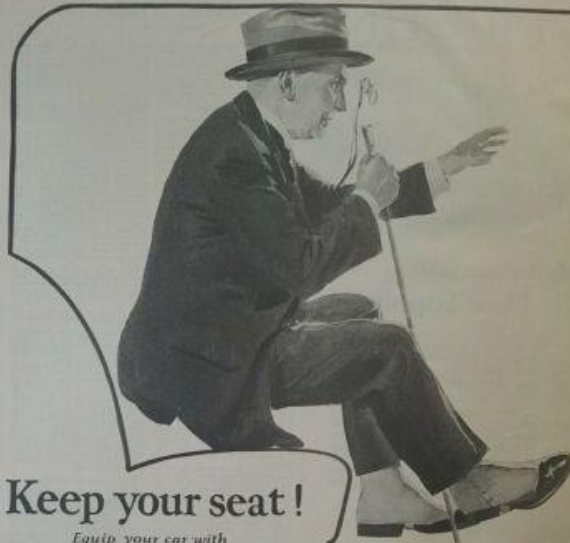
The Burd High Compression Piston Ring and Liberty Foundries Co's

The Burd High Compression Piston Ring and Liberty Foundries Co's located at 23rd Avenue & 10th Street are joint industries.

Looking southwest, 23rd Avenue is in the foreground and is still a dirt road in this picture



What appears to be an artist's rendering, looking northeast, 23rd Avenue is in the foreground



Keep your seat!

Equip your car with
BURD
GILMAN
SHOCK ABSORBERS

It's very expediting to have the top of your head connect visibly with the top of the eye and it's wholly unnecessary. You ought to speak emphatically about it to the maker of the car, or the owner of it.

Tell him there's a shock absorber that does prevent it, takes all the spring road, gently, smoothly, without a jerk, eases the springs

up. Mention the name of it—Burd. A steel cable is used instead of a belt; it lasts longer, requires no "servicing"; doesn't stretch. It works so snugly in the housing that dirt and grease doesn't clog the mechanism. It can be put on any car, at small cost. Burd High Compression Ring Company, Rockford, Illinois.



History of the famous BURD PISTON RINGS
About fifteen years ago, Burd Gilman and his associates in the automobile industry were looking for a better piston ring than the one then in use. They found it in the steel cable. This cable is used instead of a belt, and it lasts longer, requires no "servicing", doesn't stretch. It works so snugly in the housing that dirt and grease doesn't clog the mechanism. It can be put on any car, at small cost. Burd High Compression Ring Company, Rockford, Illinois.

THE ORIGINAL SNUBBING DEVICE WITH THE STEEL CABLE

MOTOR CAR AND ACCESSORY DEALERS WHO ARE INTERESTED IN CUSTOMER SATISFACTION ARE SELLING BURD GILMANS.



Keep your seat!

BURD
GILMAN
SHOCK ABSORBERS



BURD
GILMAN
Shock Absorber

*The Perfect Snubbing Device
With The Steel Cable*

Burd High Compression Ring Co.
"Makers of the Famous Burd Piston Ring"
Rockford, Illinois



Are You Interested in Customer Satisfaction?

Is it a matter of importance to you that every piston ring job leaving your shop is the *best* job possible for you and your men to turn out?

BURD HIGH COMPRESSION PISTON RINGS

help dealers, garagemen and mechanics to render car owners a service of lasting satisfaction—a service paying big dividends in return patronage.—For every installation you make will bring you additional sales and new customers.

STANDARD EQUIPMENT FOR 1917 IN

Packard Twin Six	Park Roader	Avon
Reo Six	H. A. L.	Stearns Six
Haynes Twelve	Cambridgeham	Stanton Four
Marmon	King	Stanton Six

and other cars of equal piston stroke.

You are sure to be in good company if you use Burd Rings—look back you see and your customers will prove from the experience.

Will order an absolutely leading authority by
Burd High Compression Ring Company
ROCKFORD, ILL.

Sole Offices:

Chicago, Ill., 200 Madison	St. Louis, Mo., 100 North 10th
Indianapolis, Ind., 100 North 10th	St. Paul, Minn., 100 North 10th
Philadelphia, Pa., 100 North 10th	Wash. D. C., 100 North 10th
Pittsburgh, Pa., 100 North 10th	Wichita, Kan., 100 North 10th
Portland, Ore., 100 North 10th	Yonkers, N. Y., 100 North 10th
Portland, Me., 100 North 10th	
Rockford, Ill., 100 North 10th	
St. Paul, Minn., 100 North 10th	
Wash. D. C., 100 North 10th	
Wichita, Kan., 100 North 10th	
Yonkers, N. Y., 100 North 10th	

BURD HIGH COMPRESSION RING CO.
ROCKFORD, ILL.

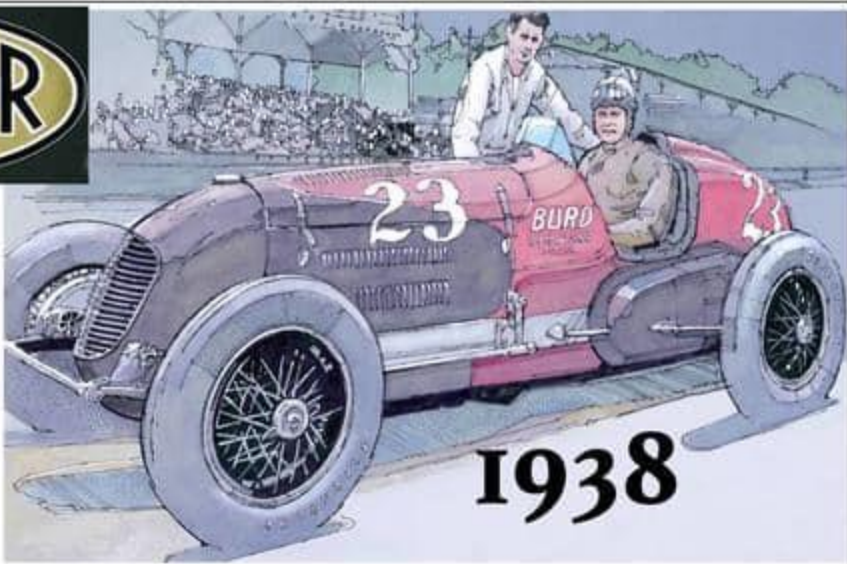
In writing to advertisers please mention THE HORSELESS AGE.

Vintage advertisements touting the benefits of Burd piston rings and Burd Gilman shock absorbers.





1938 signaled the return to the single seat racers and the engine size was reduced to 83 cubic inches for supercharged and 174 cubic inches for non-supercharged engines. Also, any type of fuel could be used and the quantity used was not limited. Floyd Roberts, driving a conventional four-cylinder, Miller 270, beat Wilbur Shaw and Chet Miller to the checkered flag. Wilbur, driving last year's car, calculated the speed at which he would need to drive to win the race. But he miscalculated the potential of Floyd Roberts and his Burd Piston Ring Special. Shaw drove according to his preconceived plan but was never able to catch Roberts. He had to settle for second place, finishing three laps behind Roberts.



After seeing the performance of European Grand Prix cars, Wilbur Shaw said he could guarantee a 500 win using one. Mike Boyl's team owner took Shaw at his word and purchased a Maserati eight unseen. The car that arrived was not the powerful, supercharged straight eight he expected, but was the smaller Maserati 6cm. It had a 91 cubic inch supercharged six cylinder that barely produced 155 horsepower. Disappointed with the car Shaw backed out. Mauri Rose agreed to drive the car and qualified it on the third row. It made a respectable showing by running with the leaders for 165 laps, until its supercharger gave out.

